that salt in torn bags should not be accepted.

(b) Yes, Sir.

(c) No decision has yet been taken for the issue of such a stipulation for soda ash.

SHRI CHIMANBHAI MEHTA: Sir, I congratulate the hon. Minister for keeping the order of the railway authorities in abeyance. But the matter does not end here because it is not cancelled yet. My submission is, if polythene sheet is needed for flooring on the wagons while loading salt in hessian bags, it would add to the cost by about ten to fifteen per cent. One polythene sheet costs Rs. 200 and Gujarat alone would have to pay to the railway authorities around Rs. 3 crores for using polythene sheets. Sir, since 1875, salt is being loaded in wagons but there have been no complaints. In this case, since the order has already been kept in abeyance, I would request the hon. Minister—so that I can again congratulate him—to see that this is cancelled. Would he do the same?

SHRI MADHAVRAO SCINDIA: Sir, the matter is under consideration and the viewpoint of the hon. Member will be taken into aceount while taking a decision.

SHRI CHIMANBHAI MEHTA: Since he is considering it, naturally, I do not want to ask any further questions. But I would only ask him whether he would invite the MPs from Gujarat at the consideration stage?

MR. CHAIRMAN : Without any question, he can invite.

SHRI MADHAVRAO SCINDIA: The hon. Member had met me. We are always considerate.

SHRI GURUDAS DAS GUPTA: Sir, I hope the Minister is aware that there is a crisis in jute industry and there is a lack of demand for jute goods. In such a situation, any order issued by the Railway Board which affects the demand for jute goods is detrimental to the interests of the country. In this connection, I would like to know from the hon. Minister whether there has been an order by the Railway Board that jute bags should not be used for packing salt and other essential commodities and (b) whether the Textile Ministry had written to the Railway Ministry that such an order should be rescinded?

SHRI MADHAVRAO SCINDIA: Sir, I will have to get the details. I will inform the hon. Member personally.

ठाकुर जगतपाल सिंह : श्रीमन्, मैं आदरणीय मंत्री जी से जानना चाहूंगा कि पोलीथीन शीट्स को लगाने के लिए पहले आर्डर क्यों दिए गए और अब क्यों विदड्रा किए गए ।

श्री माधव राव सिंधिया : उस ट्रेड के प्रतिनिधि हमसे मिले थे और उन्होंने जो ज्ञापन दिया उस पर विचार करने के पश्चात हमने जो आदेश दिए थे उनको स्थगित किया ताकि फिर से उस पर विचार किया जाये और उन प्रतिनिधियों से सलाह-मशविरा करके उचित रास्ता है वह अपनाया जाये ।

Rajdhani Express between Delhi and Madras

*384. SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are considering a proposal to run a fast train like Rajdhani Express between Madras and New Delhi; and

(b) if so, when it is likely to be introduced?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Two superfast trains No. 121|122 Tamilnadu Express and No.. 15|16 Grand Trunk Express are already available between New Delhi and Madras, besides 17|18 Madras-Jammu Tawi Janata Express. There is no proposal to introduce another superfast train on the route.

(b) Does not arise.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Sir, the Rajdhani Express is considered to be one of the fastest express trains. It is running between New Delhi and Howrah and it takes 18 hours and 45 minutes to cover a distance of 1,041 kms. At the same time, the G. T. Express which runs between New Delhi and Madras takes 36 hours to cover 2,195 kms. As far as the Tamil Nadu Express is concerned, it takes 33 hours and 25 minutes to cover the same distance. Since it is a very long distance, it is necessary that a more faster train should be introduced between New Delhi and Madras. Will the Government reconsider its policy on introduction of the fastest express between Madras and Delhi?

SHRI MADHAVRAO SCINDIA: As I have said, there is no proposal to introduce a Rajdhani between Delhi and Madras. There are several reasons why this decision has been taken. Firstly, even if a Rajdhani were introduced, it would reduce the running time by only about 2 1/2 to 3 hours because the track conditions are such that the train cannot attain its maximum speed on very large sections. Secondly, at New Delhi the train leaves sometime in the night at around 10.15 or 10.30 and reaches Madras about 7 in the morning and the train on the return leaves Madras about 8 in the evening and reaches here about 5 in the morning. If you were to improve upon these timings up to 2 1/2 to 3 hours, I don't think it will be very convenient for passengers to arrive either at Delhi or at Madras at 2 o'clock or 3 o'clock in the morning. From that point of view at least I dont't think it will be convenient for passengers. Thirdly. Rajdhani means for the entire train would have to be airconditioned. In place of your second class ordinary coaches you would have to put in airconditioned chair cars. I think it will be extremely uncomfortable for anybody to travel two nights and one day sitting on a chair. So, for long distance passengers it will be extremely inconvenient. Because of these reasons we have decided not to introduce Rajdhani.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: If it is not possible for the Government to introduce the fastest train like the Rajdhani, will the Government consider increasing the speed of GT and Tamil Nadu Express? The average speed of Rajdhani Express running between Howrah and Delhi is 76 kms per hour while it is only 60 kms per hour in the case of GT and 66 kms per hour in the case of Tamil Nadu Express. Will the Government at least increase the speed of these two trains?

SHRI MADHAVRAO SCINDIA: This suggestion of the honourable Member is certainly uppermost in our mind. But, as I said, the track conditions are such, till we improve the track which we are doing. We would not like to risk passenger safety. Secondly, as I mentioned earlier in answer to his first supplementary, even if we were to increase the speed, would the passengers like to arrive at 2.30 or 3.00 in the morning? This is what you have to keep in mind.

MR. CHAIRMAN: Mr. Upendra. The questions must relate only to Tamil Nadu.

SHRI PARVATHANENI UPENDRA: Fortunately or unfortunately Andhra Pradesh is located in such a manner that incidentally we get the benefit even if you do not want to favour Andhra Pradesh. I do not agree with the Minister's contention that the track conditions are bad on this route. If they are running a train like Tamil Nadu Express, with marginal improvements definitely Rajdhani can be introduced. Track conditions are bad only on certain patches and those patches can be improved. I do not want the Minister to rule out the possibility completely. He can at least assure us that as soon as electrification of the track is completed he will introduce this train. Will he give that assurance?

SHRI MADHAVRAO SCINDIA: No such assurance can be given. But this assurance can be given that all suggestions of Mr. Upendra are always given the highest consideration, and that this will continue in future.

SHRI M. KADHARSHA: When the houourable Minister said that there are only chair cars in Rajdhani, it gives a wrong impression. There are sleeper coaches also in Rajdhani Express. Apart from Rajdhani there are several other trains between Delhi and Calcutta—the AC Express, Kalka Mail, De Luxe, Toofan Mail, Howrah Express, Janta Express, Upper India Express. Similarly, between Delhi and Bombay also there are seven other trains in addition to Rajdhani. And the frequency of Delhi-Howrah Rajdhani is likely to be enhanced from four to five days. As a Member from south I would like to endorse the demand made by my honourable colleague because south is totally neglected. The railways anticipate 90 per cent passenger traffic growth in the years to come, by 2000. But if the railways are not prepared to improve the track and are not prepared to introduce superfast trains, how do they expect to fulfil the passenger traffic growth in the coming year? Apart from introducing new trains, I would also like to know from the honourable Minister whether the safety and security on the superfast trains will also be given consideration because the number of train accident are.....

MR. CHAIRMAN: No, no. This must only relate to the express trains between Madras and Delhi. For accidents you will have to put a separate question.

SHRI M. KADHARSHA: I want to know whether any foolproof measures will be taken while introducing super-fast trains.

MR. CHAIRMAN: Will you introduce super-fact trains? That is the question.

SHRI MADHAVRAO SCINDIA: Sir, it is a very general question. I do not know how to give a very general answer.

MR. CHAIRMAN: You must learn to answer general questions also.

SHRI MADHAVRAO SCINDIA: Sir, introduction of super-fast trains is always under general consideration.

MR. CHAIRMAN: Now, Mr. Narayanasamy. I am not going to allow other Members from other States to put questions on this.

SHRI V. NARAYANASAMY: I would like to know from the hon. Minister as to what is the traffic potential from Delhi to Madras. And we find, Sir, that a lot of people for journeys from Delhi to Madras or from Madras to Delhi could not get reservation. And, therefore, I want to know whether the Minister has any proposal to introduce any other fast train on that track.

SHRI MADHAVRAO SCINDIA: Sir, the three trains that I mentioned — the Grand Trunk Express, the Tamilnadu Express and the Jammu-Tawi-Madras Express —provide about 266 coaches per week, and there is a very short waiting list, not for the firt class but.. (*Interruption*). Let me complete. For the second class there is a very short waiting list which is ranging between 10 and 36. There is a larger waiting list from Madras to Delhi. But, however, the waiting list has not justified the introduction of another train as yet.

MR. CHAIRMAN: Question No. 385.

Water in aviation fuel

*385. SHRI DHARAM CHANDER PRASHANT:†

SHRI SURESH PACHOURI:

Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that recently water was detected to be mixed in aviation fuel at Jaipur;

(b) if so, whether any inquiry has been ordered into it; and

(c) what action has been taken or is proposed to be taken against the erring persons?

†The question was actually asked on the floor of the House by Shri Dharam Chander Prashant.